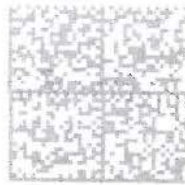


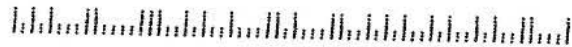
Appendix D
Agency Correspondence

Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102



049.621.1656
\$00.410
03-24-2008
Mailed From: 68102
US POSTAGE

Wisconsin Department of Transportation
Division of Transportation System
Development
Southeast Regional Office
141 N.W. Barstow Street
Waukesha, Wisconsin 53187-0798



Re: Invitation to Become a Participating Agency, Zoo Interchange, I-94/I-894/US-45 Corridor Study,
Milwaukee County, Wisconsin

We have received your letter of late January, 2008 concerning the above referenced project.

- ☒ We apologize for the late response.
- ☒ We do not anticipate becoming a participating agency.
- ☒ Please address any further correspondence about this project or any project to the following address:

Regional Environmental Coordinator
National Park Service
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102

These comments have been provided as early technical assistance and do not indicate the Department of the Interior's response to future environmental documents prepared in association with the project.

Thank you,

Regional Environmental Coordinator



DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
SIBLEY SQUARE AT MEARS PARK
190 FIFTH STREET EAST, SUITE 401
ST. PAUL MINNESOTA 55101-1638

REPLY TO
ATTENTION OF

Operations
Regulatory (2007-6778-RMG)

May 19, 2008

Ms. Carrie Cooper
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, Wisconsin 53187

Dear Ms. Cooper:

Thank you for the information submitted regarding the proposed Zoo Interchange National Environmental Policy Act (NEPA) document. The Zoo Interchange project area includes approximately 7 miles of freeway corridor leading to and through the Zoo Interchange from I-94 at 124th Street (west limit) to 70th Street (east limit) and I-894/US 45 at Lincoln Avenue (south limit) to US 45 at Burleigh Avenue (north limit). We received the draft SAFETEA-LU 6002 Coordination Plan, the draft SAFETEA-LU 6002 Impact Analysis Methodology Document, and the Zoo Interchange Draft Purpose & Need Statement (part of the proposed Environmental Impact Statement or EIS) on May 6, 2008.

Please accept the following comments on the information provided:

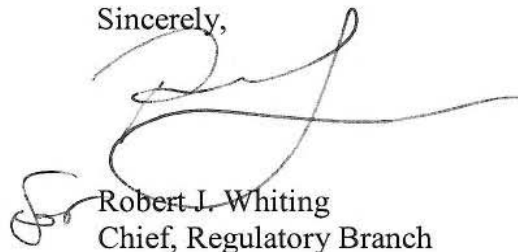
1. Based on the updated corridor proposed for study, it would appear that up to 3 areas of Primary Environmental Corridor lie within the study area (Underwood Creek on the north and west segments, and Honey Creek on the east segment). As you are aware, all wetlands within these areas are considered to be Advanced Identification wetlands (ADID) deemed generally unsuitable for the discharge of fill material. We request that special attention be given to these areas (particularly the north segment – as this is also a compensatory wetland/riverine mitigation area required by the Corps as part of the MMSD County Grounds project) during preparation of the EIS. Please update Section 12 of the draft Impact Analysis Methodology Document with this information.
2. It is our understanding that in addition to its designation as a Primary Environmental Corridor, both Underwood Creek (in the vicinity of the County Grounds project) and Honey Creek are eligible for, or listed on, the National Register of Historic Places. We applaud your advance coordination of this plan with the State Historic Preservation Society and request this open dialogue be maintained to satisfy Section 106 requirements.
3. We would like to formally request status as a Cooperating Agency in the preparation of the EIS, due to the likelihood that the proposed project would require authorization pursuant to Section 404 of the Clean Water Act. We note

that Section 2.2 of the draft Coordination plan states that our role may be that of a Cooperating Agency should a Section 404 permit be required as well.

4. In a similar vein, it is our understanding that the proposed EIS will not be a merged NEPA/Section 404 process (a reversal of the position noted during the February 2008 interagency meeting). Please clarify whether or not this process will be used. The draft Coordination plan supplied indicates (in Section 3.2) that a coordination point is the Corps Section 404 authorization. Typically this is a product of a merged process when the EIS is developed to design stage. Further, we note that the dispute resolution process incorporated into the draft Coordination plan (Section 3.3) is typically used during a codified merger process as well.
5. Please update your Corps contacts listed in the draft Coordination plan (Section 2.3). Remove Dale Pfeiffle, and please insert Rebecca Gruber (requested role as Cooperating Agency), phone (262) 547-4171 (extension 3), email Rebecca.M.Gruber@usace.army.mil. Please provide duplicate copies of all information distributed for each coordination point (Purpose and Need, Range of Alternatives carried forth, Preferred Alternative, and draft EIS), as well as the final EIS, to the attention of Ms. Tamara Cameron in our St. Paul District office as well (phone: (651) 290-5197, Tamara.E.Cameron@usace.army.mil).
6. As it is documented that the need for the Zoo Interchange improvements is linked to the study to convert USH 41-45 to an Interstate system, we feel that the need for the Interstate conversion in this area should be incorporated into the need statement for this project. We further question if this conversion (and the improvements required to satisfy an Interstate designation) should be a part of the stated Zoo Interchange purpose.
7. Overall, we agree that the draft Purpose and Need statement is sufficient for subsequent development of the EIS.

If you have any questions, contact Rebecca Gruber in our Waukesha field office at (262) 547-4171, extension 3. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,



Robert J. Whiting
Chief, Regulatory Branch

Copy furnished:

Sherry Kamke, US Environmental Protection Agency;
Stephanie Hickman, FHWA Wisconsin Division;
Mike Thompson, WDNR;
Sherman Banker, Wisconsin State Historical Society.



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
ST. PAUL DISTRICT, CORPS OF ENGINEERS
SIBLEY SQUARE AT MEARS PARK
190 FIFTH STREET EAST, SUITE 401
ST. PAUL MINNESOTA 55101-1638

Operations
Regulatory (2007-6778-RMG)

October 27, 2008

Ms. Carrie Cooper
Wisconsin Department of Transportation
141 NW Barstow Street
Waukesha, Wisconsin 53187

Dear Ms. Cooper:

Thank you for the information submitted regarding the proposed Zoo Interchange National Environmental Policy Act (NEPA) document. The Zoo Interchange project area includes approximately 7 miles of freeway corridor leading to and through the Zoo Interchange from I-94 at 124th Street (west limit) to 70th Street (east limit) and I-894/US 45 at Lincoln Avenue (south limit) to US 45 at Burleigh Avenue (north limit). We received the draft SAFETEA-LU 6002 Agency Coordination Plan and Impact Analysis Methodology Document on August 13, 2008; we received the Zoo Interchange Draft Range of Alternatives (part of the proposed Environmental Impact Statement or EIS) on September 25, 2008.

Please accept the following comments on the information provided:

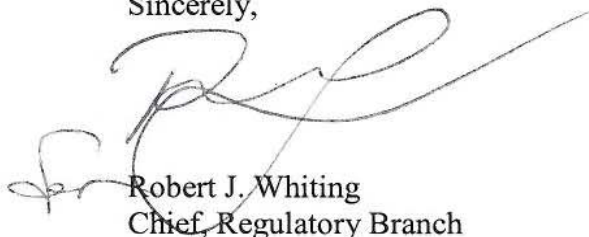
1. Please update your Corps contacts listed in the draft Coordination plan (Section 2.3). Remove Dale Pfeiffle, and please insert Rebecca Gruber, phone (262) 547-4171 (extension 3), email Rebecca.M.Gruber@usace.army.mil.
2. Thank you for accepting our agencies request to be a Cooperating Agency (based on Section 404 review) during the preparation of the EIS for this project, as noted in the Coordination Plan.
3. It was difficult for our agency to estimate the sufficiency of the alternatives presented in the Alternatives section provided, as we have not reviewed the revised Purpose and Need statement for this project.
4. We previously questioned whether the potential conversion of USH 41 45 to an Interstate should be addressed as part of the purpose and need statement for the Zoo Interchange project. We are, at this time, unaware of the status of the Interstate conversion study, and thus whether or not this remains a valid concern.
5. Section 2.1 provides an overview of the types of alternatives reviewed. However, the synopsis seems pre-decisional, especially in reviewing the three types of build scenarios (it notes that two of the three do not meet the whole of the Purpose and Need statement).
6. There are two Section 2.1.2's – we presume this is a typographical error.

7. Is the percent increase in study area traffic volume presented in Section 2.2.2 (Transportation Demand Management Alternative or TDM) sensitive to the potential effects resulting from elevated gas prices?
8. Is it reasonable to couple the TDM alternative with one of the “build” alternatives – perhaps the “modernization” alternative? If so, we request that this hybrid alternative be incorporated in subsequent iterations of the Alternatives.
9. Is it reasonable to couple the Transportation System Management Alternative (TSM) with the either (or both) the TDM or “modernization” build alternative? If so, we request that this alternative be incorporated into subsequent iterations of the Alternatives.
10. Are the LOS estimates for 2035 (for each alternative) sensitive to higher gas prices?
11. Was alternative M2 (6-Lane Modernization Alternative 2) eliminated from the initial range of Alternatives? We note that the discussion in M3 indicates that there are 3 six-lane Modernization Alternatives.

Again, we thank you for the opportunity to comment on the information provided as part of the proposed EIS for the Zoo Interchange project. We look forward to continued coordination between our agencies regarding this proposal.

If you have any questions, contact Rebecca Gruber in our Waukesha field office at (262) 547-4171, extension 3. In any correspondence or inquiries, please refer to the Regulatory number shown above.

Sincerely,



Robert J. Whiting
Chief, Regulatory Branch

Copy furnished:
Sherry Kamke, US Environmental Protection Agency;
Stephanie Hickman, FHWA Wisconsin Division;
Mike Thompson, WDNR.